



## **Record of Conversation**

December 20, 2016

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**NTSB Accident Number: ERA14LA316, N957MD, Peachtree City, Georgia**

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On this date, I spoke with Mr. Danny Rexroad, an A&P mechanic (with IA). Mr. Rexroad stated that he also had worked in maintenance with Delta Airlines for 39 years, and was a retired Navy reserve Chief Petty Officer with VR-46, having run the quality assurance division. He also attended Rotax 912 engine school, and had worked on those engines in conjunction with assembling Tecnam aircraft.

Mr. Rexroad stated that a couple of weeks before the accident, Mr. Ritchey called him, noting that Mr. Rexroad was certified on the Rotax engine, and that he'd bring like to bring his airplane over to Mr. Rexroad's airport (CCO) so he could look at the engine. Mr. Rexroad advised to bring it over when he could.

Within the next couple of weeks, or several days before the accident, Mr. Rexroad and about five other mechanics were working on the DC-3 on the upper ramp of FFC. He heard Mr. Ritchey's airplane take off, and at that time, the engine "didn't sound right." A 912 engine normally had a hum to it, but this engine sounded abnormal.

The next day, Mr. Rexroad was back working on the DC-3 and went over to meet Mr. Ritchey for the first and only time. They had a discussion about the aircraft and engine. Mr. Rexroad told Mr. Ritchey that the engine did not sound correct on the previous flight. In the discussion about the engine and in just looking it over, the oil dip stick was pulled and no oil registered on the dip stick. The propeller was turned through about 7-8 cycles at least twice, with no oil ever showing on the dip stick. Mr. Ritchey said, "I can assure you there is oil in the engine." Mr. Rexroad left at that point, and never looked in into the oil tank to see if it had oil in it. He did not evaluate the airplane as safe for flight.

After the accident, Mr. Rexroad contacted Mr. Strickland at the Atlanta FSDO and told him about the airplane and to have someone look at the engine oil system. Mr. Strickland advised that he would pass the information on.

Mr. Rexroad has reviewed this Record of Conversation.

Paul R. Cox  
Senior Air Safety Investigator